

The Virginia State Debt.

To the People of Virginia:
At a meeting of Virginia Bondholders, convened by the Council of Foreign Bondholders, and held on Friday, the 24th of September, 1886, at the Cannon-street Hotel, London, the following resolutions were passed unanimously:

That this meeting deplores the long contest in which the bondholders have been forced to maintain their rights, and while asserting its steadfast determination not to acquiesce in the Riddleberger settlement, which, in its view, is an admitted ability of Virginia to settle with her creditors, and the sacrifices they have already made on her behalf, it considers the settlement to be a compromise based upon a possible compromise of the State's credit, and the available revenue, after providing for the Constitutional appropriation for government, schools, and other public expenditure.

The State had the benefit of the whole of the money she originally borrowed (\$4,000,000). It was the foundation of her roads, railways, and canals, and has brought millions of dollars into the country. Had you not constructed these public works with the bondholders' money you would have to be taxed now for them.

No State which borrowed money ever enjoyed the benefit of its loans more than Virginia has done. [See Senate Document XXIV, Session, 1877-78.]

The present unsettled condition of the debt is keeping capital and immigration out of Virginia, and as long as matters so continue you will never develop the splendid resources of the State in the way they deserve.

The revenue of Virginia is increasing. The last assessment shows an increase of \$55,000,000 in taxable values. Your present revenue might be largely increased if the taxes were more carefully collected and the present assessments on property equalized throughout the State.

What might have been difficult to do a few years ago is easy now, and each year the burden will become lighter. When the debt question is settled capital and enterprise, which now holds aloof, will flow into the State.

The settlement offered by the bondholders proposes that the bonds now in existence bearing tax-receivable coupons should be deposited in some trust company; that new bonds should be issued in their place, bearing no tax-receivable coupons, and at a low rate of interest. From the State pays a half-year's interest on the new bonds, the tax-receivable coupons for that half-year shall be cut off the old bonds by the trust company, cancelled, and delivered to the State. Any increase on the present revenue will be appropriated by the State, and the bondholders will not have any claim on it.

There was a cash balance last July in the Treasury of \$737,000, and the average purchase of Riddleberger 3's by the State has been at the rate of \$600,000 per annum in cash. The State has some millions of dollars of assets which would help her in arranging a settlement.

The bondholders are as deeply interested as you are in maintaining the credit and prosperity of your State. They ask for a fair hearing and a discussion of the question by business men, and not by politicians, whose interest it is to prevent an understanding being arrived at and an honorable compromise made.

The best way of bringing about this settlement is for taxpayers to tender coupons in payment of their taxes. In view of the conciliatory spirit and liberal offer made by the creditors, I venture respectfully to submit to you that it is your moral duty, as well as your legal right and privilege, to tender coupons for taxes now due.

JAMES P. COOPER.

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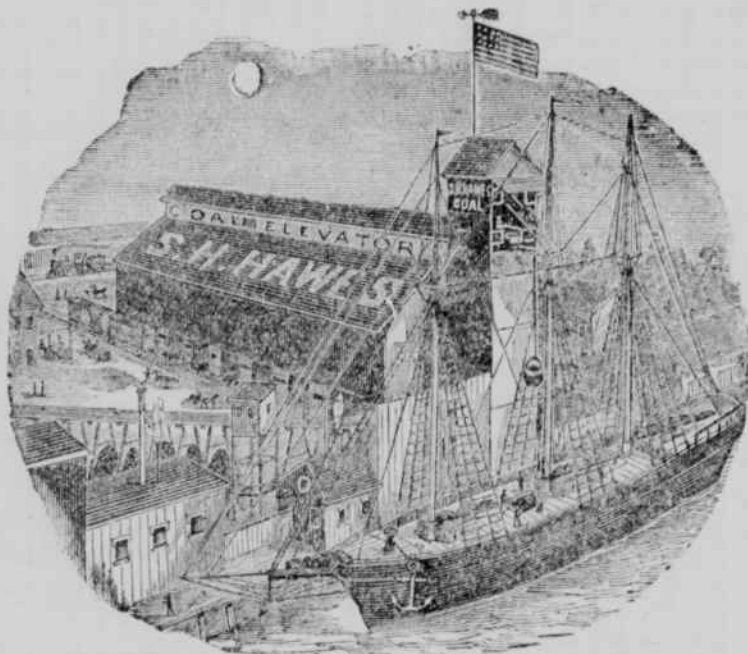
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Having prepared and sold this Medicine for a number of years, I can safely recommend it to those who suffer with Coughs, Colds, or Chronic Throat and Lung Diseases. A single trial of the Horehound and Tar will convince every one of the value of this wonderful medicine.

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RAILROADS.

ATLANTIC COAST LINE.

RICHMOND AND PETERSBURG RAILROAD TIME TABLE.

Commencing MONDAY, November 14, 1886, trains on this road will run as follows:

TRAINS SOUTHWARD.

No.	Leave Richmond.	Arrive Petersburg.	Accommodation.
32	7:00 am.	7:55 am.	Through train.
34	10:40 am.	11:25 am.	Accommodation.
36	1:30 pm.	2:25 pm.	Fast Mail.
38	4:20 pm.	5:15 pm.	Accommodation.
40	7:10 pm.	8:05 pm.	Through train.

TRAINS NORTHWARD.

No.	Leave Petersburg.	Arrive Richmond.	Accommodation.
45	6:05 am.	6:49 am.	Fast mail.
47	8:25 am.	9:20 am.	Accommodation.
49	9:25 am.	10:15 am.	Through train.
51	12:40 pm.	1:30 pm.	Accommodation.
53	5:03 pm.	6:00 pm.	Through train.
55	7:25 pm.	8:20 pm.	Accommodation.

*Daily. *Daily (except Sunday).

STOPPING PLACES.

Nos. 40 and 45 make no stops. Nos. 42 and 43 stop at Manchester, and only on signal at Centerville and Chester. Nos. 47 and 48 stop only on signal at Manchester, Centerville, and Chester.

Nos. 32, 34, 36, 38, 40, and 42 will stop at all stations for passengers.

PULLMAN CAR SERVICE.

On trains Nos. 40, 42, and 45 sleeping cars between Washington and Jacksonville. On Trains Nos. 40 and 45 sleeping cars between Washington and Jacksonville. On Train No. 45 sleeping car between Tampa, Fla., and Washington (via Jacksonville). On Train No. 47 sleeping car between Jacksonville and New York. On Trains Nos. 47 and 48 sleeping cars between New York and Aiken, S. C. (via Charleston). On Train No. 48 sleeping car between New York and Tampa, Fla. (via Jacksonville).

THE ONLY ALL-RAIL LINE TO NORFOLK.

ARRIVE.

Richmond, 11:30 am. Norfolk, 3:10 pm.

Richmond, 6:30 pm. Norfolk, 10:00 pm.

Norfolk, 6:50 am. Richmond, 1:30 pm.

Norfolk, 7:50 pm. Richmond, 9:20 pm.

These trains also make close connection to and from Farmville, Lynchburg, and southern western points, and all stations on the Norfolk and Western railroad.

J. R. KENLY,

Superintendent of Transportation.

T. M. EMERSON, General Passenger Agent.

SOL HAAS, Traffic Manager. no 28

RAILROADS.

RICHMOND AND ALLEGHANY

RAILROAD.

SCHEDULE OF TRAINS IN EFFECT NOVEMBER 23, 1886.

WEST BOUND.	MAIL.	ACCOM.	EXPRESS.
Le. Richmond.	10 35 pm.	13 15 pm.	16 40 pm.
Ar. Scottsville.	1 41 pm.	7 28 pm.	11 27 pm.
Ar. Howardsville.	2 08 pm.	8 00 pm.	12 21 pm.
Ar. Lynchburg.	4 30 pm.		4 30 am.
Le. Lynchburg.	4 40 pm.	4 40 am.	
Ar. Bal. Falls.	5 50 pm.	6 00 am.	
Ar. Lexington.	6 58 pm.		7 45 am.
Le. Lexington.	6 01 pm.		
Natural Bridge.	7 32 pm.		
Ar. Gal. Water.	8 10 pm.		
Ar. Cliff Forge.			

EAST BOUND.	MAIL.	ACCOM.	EXPRESS.
Le. Cliff Forge.	7 00 am.		
Le. Gal. Water.	7 34 am.		
Le. Nat. Bridge.	9 07 am.		
Ar. Lexington.	8 10 am.	8 45 pm.	
Le. Bal. Falls.	9 18 am.	8 40 pm.	
Ar. Lynchburg.	10 30 am.	10 10 pm.	
Le. Lynchburg.	10 40 am.	10 25 pm.	
Le. Howardsville.	1 05 pm.	15 20 am.	1 56 am.
Le. Scottsville.	1 41 pm.	5 48 am.	2 27 am.
Ar. Richmond.	4 55 pm.	9 55 am.	7 45 am.

*Daily. *Daily except Sunday.

Trains on Buckingham railroad branch leave Broad Bluff for Avon daily, except Sunday, at 6:18 am. and 6:17 pm. Returning, leave Avon daily, except Sunday, at 6:40 am. and 6:35 pm.

Sleeping-cars attached to Trains Nos. 9 and 10 between Lynchburg and Richmond.

CONNECTIONS.—At Cliff Forge with C. & O. Ry for the South, West, and Northwest. At Lynchburg with N. & W. Ry for all points South, Southeast, and Southwest. V. M. Ry for all points North and South. At Richmond with Associated Railways for all points in the South, and R. F. & P. R. R. for all points North. At Lexington with R. & O. R. R. making close connection at Harper's Ferry to and from Pittsburgh and the West, also to points North and East. For further information apply to J. R. MACMURDO, G. P. A., Richmond, Va.

PIEDMONT AIR-LINE.

RICHMOND AND DANVILLE SYSTEM.

SCHEDULE IN EFFECT NOVEMBER 21, 1886.

Train No.	Leave Richmond.	Train No.	Arrive Richmond.
50	*1 30 pm.	51	*11 33 pm.
52	*2 30 am.	53	*6 40 am.

Bon-Air Accommodation leaves Richmond 5 pm; arrives Richmond 8:41 am.

SLEEPING-CAR SERVICE.

On trains 52 and 53 sleeping-cars are run between Richmond and Greensboro'. These cars are open at 9 pm for passengers. Sleeping-cars are also run on 52 and 53 between Danville and Montgomery, Danville and Aiken, Greensboro' and Raleigh; on trains Nos. 50 and 51 sleeping-cars are run between Danville and Atlanta, and Danville and New Orleans.

CONNECTIONS.

Train No. 52 connects at Greensboro' for Raleigh, Goldsboro', and Morehead City; at Salisbury for Asheville and all points in Western North Carolina; at Charlotte with Charlotte, Columbia, and Augusta railroad for Columbia, Augusta, Aiken, Savannah, Charleston, and Florida; also with Carolina Central railroad for Wilmington, &c.

Train 52 has Pullman Buffet sleeping-car from Danville to Aiken, making close connection for Charleston, Savannah, and Jacksonville.

Trains Nos. 50 and 51 make close connection at Greensboro' for Raleigh and all points on the North Carolina division. Pullman sleeper is run on these trains between Greensboro' and Raleigh.

TRAINS ON YORK RIVER LINE.

Leave Richmond	Arrive Richmond
*3 20 pm.	*10 40 am.
*6 05 am, Freight.	*8 20 pm, Freight.

Train leaving at 3:30 pm, connects at West Point daily, except Sunday, with boat, arriving at Baltimore 8 am.

Fast Richmond to Baltimore only \$2, first-class; \$1.50 second-class.

*Daily. *Daily except Sunday.

Depot and ticket office foot of Virginia street; up-town office, corner Tenth and Main streets.

JAMES L. TAYLOR, General Passenger Agent.

SOL HAAS, Traffic Manager.

E. B. THOMAS, General Manager.

NORFOLK AND WESTERN RAILROAD

TIME TABLE IN EFFECT SEPTEMBER 18, 1886.

TIME.	WESTWARD.
Eastern Standard.	DAILY. DAILY.
	No. 1. No. 3.

Leave Norfolk	5:30 pm.	9:50 am.
Leave Suffolk	6:15 "	10:34 "
Arrive Petersburg	8:15 "	12:30 pm.

Leave Richmond (via R. & P. R. R.)	6:30 pm.	11:30 am.
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Leave Petersburg	8:25 pm.	12:40 pm.
Leave Burkeville	10:17 "	3:00 "
Leave Farmville	10:53 "	3:37 "
Arrive Lynchburg	12:50 am.	5:35 pm.

Leave Lynchburg	1:10 am.	6:10 pm.
Leave Liberty	2:05 "	7:00 "
Leave Roanoke	3:25 "	8:20 "
Leave Christiansburg	4:57 "	9:40 "